

Executive and Legislative Nominations Committee

Prepared remarks of Terry Gilbertson

Hearing Date: February 9, 2016

Good Morning, Senator Duff, Representative Janowski and distinguished Members of the Executive and Legislative Nominations Committee –

Thank you for allowing me to speak with you today. My name is Terry Gilbertson and I have had the honor of being appointed by Senator Looney to the Board of Directors of the new Connecticut Port Authority.

I have lived in New Haven since 1974 and for the last 24 years have lived adjacent to the Port of New Haven.

I am a licensed Connecticut Building Official and a licensed Connecticut Fire Marshal presently working for the Town of Woodbridge where I have served as its building official since 1990.

Prior to that, I worked in various capacities at the Office of Building Inspection and Enforcement for the City of New Haven that included managing building code compliance when, in the 1980's, the present round of private investments in the infrastructure of what is now called the Port of New Haven began. I participated in the construction of oil tank farms, cement silos and scrap iron facilities that are now some of the underpinnings of the focused success of the Port and that comprise an important element in New Haven's skyline and economic base.

I have learned through my experience that it takes both public and private entities working in close cooperation to identify and resolve the compelling issues that the deep-water-dependent industries need to thrive.

In my work in both communities, I have participated in the preparation of municipal budgets and experienced, in detail, the intricate public construction project funding process. While working for the City of New Haven, I was part of the team when the Ninth Square, the Children's Hospital portion of Yale-New Haven Hospital and many of the Yale research buildings that contribute to New Haven's economic development were being planned and built.

During my work in Woodbridge, I have, in addition to my building code duties, assumed management of a wide range of land use regulations as well as assignments on special projects that included, after a significant gasoline spill remediation, management and oversight of an expensive construction project that replaced critical Public Works Facilities in a highly regulated environment. In Woodbridge, I am part of the team that applies for various grants from other governmental agencies.

I have been awarded "Lifetime" member status by the National Fire Protection Association which maintains codes and standards that are in use at our ports. Given my experiences in finding solutions for complex construction projects, this background will contribute to facilitating investment in our ports.

I have had an opportunity to review the Report of the Port Authority Working Group that was prepared for the Governor and General Assembly about the Connecticut Port Authority. The Report outlines the balancing of the goals of Public Act 14-222 with our present economic reality. It appears that sharing resources with DECD while building the resources of the Authority and supporting its efforts to advance the economic development of our ports will achieve DECD's and the Authority's interests in a practical manner.

I attended the Army Corps of Engineers Public Hearing on the Long Island Sound Dredged Material Management Plan this past September 17th in New Haven and heard the public testimony and the Corps answers. I have seen the 618-page Final Plan and Environmental Impact Statement that assists in defining the most pressing and expensive problems that face our ports.

It is critical in our advocacy for our ports that we all work towards finding the resources in both our State and Federal budgets to implement the plan that the Army Corp has defined.

I have also had a chance to review the very detailed "Connecticut's Deep Water Port Strategy Study" by Moffatt and Nichol that, in 2012, focused its attention on how our ports have worked in the past and that described a way forward which leads to the work on which the Authority is embarking.

I found of particular interest that in the 2012 Deep Water Port Strategy Study, among other opportunities, several port-dependent private businesses stated that the State and Local regulatory process placed them at a competitive disadvantage with the costs approaching 3% of their annual gross revenues. I believe that the presence of an experienced regulator on the Board of Directors will assist the Port Authority in identifying these disadvantages and addressing them constructively.

I appreciate the opportunity to speak with you this morning and thank you for your consideration.